

TRANSPORTATION

Neighborhood Streetscape – Traffic Calming Kickoff Meeting





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Why are we here?

- A concerned resident requested a traffic calming evaluation
 - An evaluation was conducted resulting in a score that qualifies for a traffic calming project (score was 117.98)
- The highest scored streets get the first opportunity to receive a traffic calming project
 - Brentwood has highest score out of 80+ streets
- Staff holds introductory meeting to explain process
- After the introductory meeting, you will be balloted to gauge support for a project



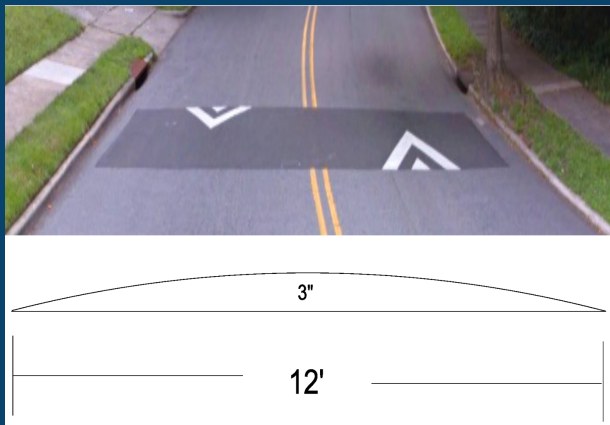
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What is Traffic Calming

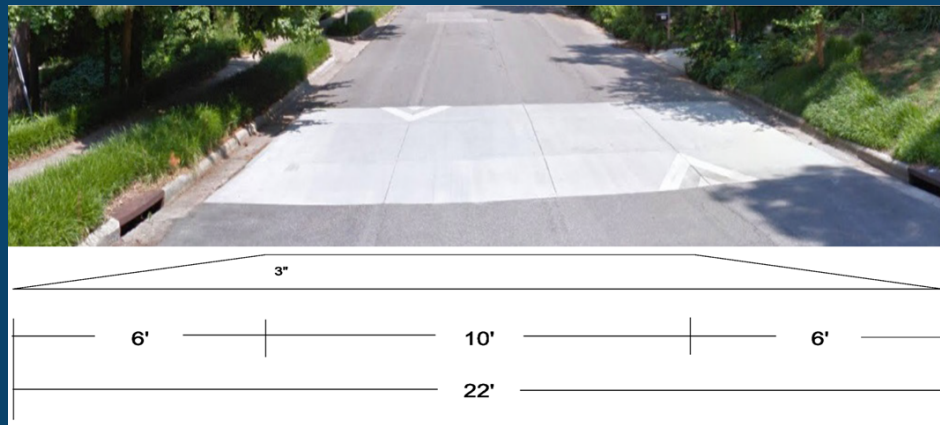
- Speed compliance historically has been handled through the proper road design and/or law enforcement
 - Raleigh Police Department
- Traffic Calming is a relatively new engineering concept that changes the travel path of vehicles promoting slower speeds
 - First ITE guidebook published in 2011
- Enforcement / Police is very effective
 - only for a short duration / when they are there
- Only way to achieve absolute compliance on an existing road is a redesign of the road and/or installation of traffic calming

What is Traffic Calming

Minor Roads Treatment Types



Speed Humps

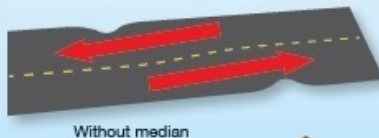
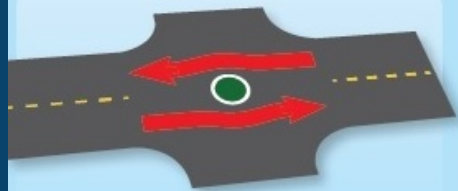


Speed Table

What is Traffic Calming

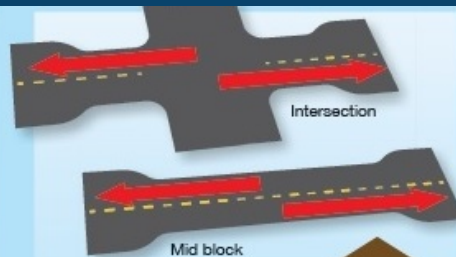
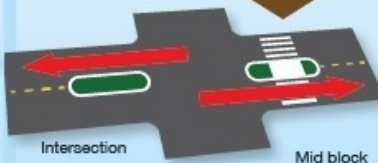
Larger Roads Treatment Types

Mini traffic circles are raised circular islands constructed in the center of residential or local street intersections.



Chicanes are curves or lateral shifts of travel lanes that constrain speed and can provide opportunities for landscaping.

Medians are islands located between travel lanes that reduce travel lane widths and allows for landscaping and pedestrian refuge at crosswalks.



Curb extensions reduce the width of the street from the outside where there is excess pavement or to define space for on-street parking. They can shorten pedestrian crossing distances.



What is Currently on Brentwood?

Neither

- Speed humps were installed around 2000
 - Not much guidance on treatments and spacing
- Design used was/is ineffective
 - Speed humps were too far apart (~1300' compared to 260' - 500' spacing standard)
 - Design of hump is not as effective
- Unintended impacts
 - RFD bent a chassis of a Fire Engine
 - Will not use Brentwood unless needed



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Evaluation Results

STAFF NAME: <u>Tom Fiorello</u>			DATE: <u>New Criteria</u>	
CRITERIA	BASIS FOR POINTS		POINTS	
Speed	Limit	Avg. 85th%	24.10	Speed Limit = 25 Ave. 85th% = 36.82 5*10+9.1
	25 mph	1 pt. each 85th mph >25		
		2 pts. each 85th mph >30		
		3 pts. each 85th mph >35		
	30 mph	2 pts. each 85th mph >30		
3 pts. each 85th mph >35				
35 mph	5 pts. each 85th mph >35			
Pedestrian Generators	5	1. Any Public or Private School within 1/4 mile	15	Brentwood Elementary, Brentwood Park, Bike Route 11
		2. Any street designated a Safe Route to School		
		3. Any Bike Route within a 1,000' radius		
		4. Any Pedestrian Oriented Facility (Park, Pool, Greenway, Playground etc.) within a 1,000' radius		
		5. No Full Sidewalk on both sides of street		
		6. City or Regional Bus Stop on Street		
	2.5	1. Full Sidewalk on one side of street		
Crash History	5 points for every reported crash occurring on the project segment during the last 3 years of a type that is deemed correctible by traffic calming measures.		50	Crash History: Ten Crashes
Volume	Average Daily Volume (ADV)/250 Example: 2,500 vehicles per day/250 = 10 points		18.88	Ave. Volume = 4720, 4720/250 = 18.88
Physical Street Conditions	5	1. Vertical Grade Greater than 5%	10	Horizontal & Vertical Issues
		2. One or More Horizontal Curves		
TOTAL POINTS			117.98	

Speed Limit = 25
Ave. 85th% =
36.82
5+10+9.1

Brentwood
Elementary,
Brentwood Park,
Bike Route 11

Crash History:
Ten Crashes

Ave. Volume =
4720, 4720/250
= 18.88

Horizontal &
Vertical Issues



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Next Steps - Balloting

- Support for a project will be determined by a balloting process
- Staff will mail postage prepaid ballots with options
 - Can use ballot to vote and mail back
 - Can use an online option to vote
- Only one vote per property
- Specified time period



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Next Steps - Balloting

- A successful ballot is specified as:
 - Residing on the street
 - must return a minimum of 50% of the ballots (participation rate) with a minimum of 70% of those in support of the project (approval)
 - Residing in the surrounding neighborhood
 - must return a minimum of 25% of the ballots (participation rate) with a minimum of 60% of those in support of the project (approval)



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Preliminary Design Meeting

- Once we receive a successful ballot, staff will set up another Neighborhood Meeting
- We will bring a preliminary design and ask you to give your input to ensure we are addressing all known problem areas
- At the end of the meeting, we hold a vote and get initial neighborhood approval to move forward with the design



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Final Design Meeting

- Once staff has generated the final design, we will set up one final Neighborhood Meeting to get final buy in from your community
- Once you give your approval of the design, we ballot the entire street and neighborhood one last time to ensure the majority approves of the design
- Once we receive that approval, we take the final design to City Council to have them approve the plan for construction



Questions?

